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## THE PROBLEM UNSOLVED

AS NOW SOLD, 5,000 INTERCHANGEABLE MILEAGE A FRAUD.

Origin of the Rumors Concerning the

Resignation of General Manager

Ramsey, of the Washburn.

General passenger agents are greatly

disappointed that the 5,000-mile interchange-

able mileage does not meet with better

sale, and the impression prevails that if

the issuing of interchangeable mileage was

confined solely to the Central Passenger

Committee, and all the lines in the territory

were to discontinue their mileage, a

solution of the problem would be secured.

The association really strangles the

and the salvage would pay the expenses of

the association and handling the mileage books.

Under its present organization the stand-

ards, lines pay the largest proportion of the

expenses. This has always been a source

of weakness to the association, as it is to

other organizations of this character.

Whether there is any reason for it or not,

the weak lines are always impressed with

the idea that the heavy lines are favored.

They assert that the strong lines always

dictate the appointment of the commis-

sioners and that their decisions are influenced

by that fact. If the commission and associa-

tion were supported by the salvage law

weak lines would not have cause for

complaint upon which they rest their posi-

tion. It has been suggested by a passenger

agent that a 1,000-mile book with a photo-

graph will be the only form that all of

the lines can agree upon, and that all other

forms of mileage should be abolished.

A solution of the interchangeable mileage

question would put the Central Passenger

Committee on a basis which would make it

the strongest body in the country. That is

the Central Passenger Committee should issue the mile-

age.

A Novel Invention.

Twice in the last thirty days fast trains

of the Big Four have been delayed in the

city limits by fire hose being laid across

the main track. This led William Gar-

tman, superintendent of motive power, to

study a plan by which the fire hose

could be laid across the main track under

and he is now constructing what he

calls a fire-hose bridge. It will be con-

structed of gaspipe and, completed, will

not weigh over 500 pounds, and can be

divided as to be handled with ease. It

is a perfect bridge, and will be high

enough for the trains to run under safely.

There is a ladder on each side on which

a fireman can take hold and easily

raise the bridge. Chief Engineer Bar-

rett, of the Indianapolis fire department,

has examined it, pronounced it very

practical, and says he will do all in his

power to make it the success expected.

Mr. Gartman believes that the railroad

to order one built and then have it

built in the manner above specified

is the best way to solve the problem

of, to be used on the Union tracks or

any other tracks. It will be a

rather than delay the trains. Chief

Barrett says the Citizens Street Railway

could use one of these bridges in great

advantage, as it is not an uncommon

thing for cars to be tied up for hours by

fire hose being laid across the main

track. He believes that the Citizens

Street Railway should be the first to

use one of these bridges at Indianapolis

where there are large fires.

Proposed Legislation.

The House committee of the Michigan

Legislature, which has been investigating

various allegations made by Governor

Frederick, and others against the railways

of the State, submitted a report yesterday,

which recommends as follows:

First—That a committee be appointed

by Governor Frederick to investigate the

differences between shippers and railroads.

Second—All freight tariffs should be

under the jurisdiction of the State.

Third—Railroads should be obliged to

furnish freight cars to shippers within

eight hours after they have been served

with written notice for same.

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Sixth—All freight tariffs should be

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Seventh—Railroads should be obliged to

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